

Environmental and Social Data Sheet

Overview

Project Name: CILSA WAREHOUSING EXPANSION
Project Number: 2015-0793
Country: SPAIN
Project Description: The project consists of the development of several new logistic and warehousing facilities at the existing multi-modal freight complex (ZAL – Zona d'Activitats Logístiques) in the Southern part of the Port of Barcelona.

EIA required: Yes

Project included in Carbon Footprint Exercise¹: No

Environmental and Social Assessment

Environmental Assessment

The project includes the development of warehousing and logistical buildings in individual plots located in an already urbanized, operational and established complex close to the Port of Barcelona. The full logistic complex development falls under Annex II of the EIA Directive (2011/99/EU amended by Directive 2014/52/EU) and, consequently was subject of an EIA procedure. This EIA covered the so called "Delta Plan" encompassing the port and airport expansions, the new ZAL area, associated road and railway connections and a diversion of the Llobregat River. The specific developments included in the project are considered to be covered by this EIA and no further study has been conducted. No additional significant environmental impacts are expected.

These EIA procedures have been reviewed in previous appraisal reports undertaken on related operations². The EIA, which included a public consultation, was approved by the competent authority in July 2000. Several compensation and mitigation measures were defined and incorporated in an environmental management plan approved in December 2000. The competent authority has confirmed that no significant impacts are expected in Natura 2000 protected areas due to this development through a Form A type of Declaration issued in 2004.

The most significant compensation measure defined and implemented was the creation of a protected area adjacent to the new river mouth. This included a new beach and the rehabilitation plan of a wetland to support bird's migration.

Other Environmental and Social Aspects

¹ Only projects that meet the scope of the Pilot Exercise, as defined in the EIB draft Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: above 100,000 tons CO₂e/year absolute (gross) or 20,000 tons CO₂e/year relative (net) – both increases and savings.

² Centro Intermodal de Barcelona III (2005.0604) and Centro Intermodal de Barcelona II (2001.0316)



Luxembourg, 13.12.2016

CILSA, the Promoter operates under strict management standards and procedures and the logistic areas have been certified according to: **ISO 14001:2004**, Environmental Management System; and **EMAS**, Environmental Management and Audit System.

Additionally, CILSA has implemented an Environmental Policy which obliges itself to assume the respect for environment and social responsibility as main vectors of its planning and management.

Conclusions and Recommendations

The overall residual impacts are considered to be manageable and acceptable. The Promoter is appropriately staffed and its environmental capabilities and track record are considered to be satisfactory.

Therefore, the project is acceptable for EIB financing from an environmental and social point of view.